

# TURKS SCORED GREAT VICTORY SINKING AND DAMAGING SHIPS

(Continued From Page One).

and via London, March 24.—Reports which were received during the night of March 23 and on the morning of the 24th, show the losses of the allies in the engagement on yesterday were greater than first had been supposed. In addition to the sinking of the French battleship Bouvet, a British battleship, probably the Irresistible, has gone down.

The vessel which last evening grounded and was hammered to pieces by the guns of the fort is under water. Furthermore, one destroyer was sent to the bottom. It is reported that three torpedo boats of the allies also were sunk and that one other battleship managed to find safety, but in a sinking condition.

## Turks Score Great Success.

It is increasingly apparent that the Turks scored a great military success.

They sent three of the allied battleships to the bottom. The Bouvet was struck by a 14-inch shell above the water line, which caused an explosion in her magazine. Later she was again hit by a same caliber missile below the water line.

The battleship Irresistible also was disabled by being hit in a vital part by a shell and she was later literally hacked to pieces by the 3.3 inch pieces of the Dardanelles batteries. She sank at 7:30 o'clock on the evening of March 18.

## Warship Vengeance Disabled.

A third British vessel, the Vengeance, was damaged by guns of the forts and drifted helplessly toward the entrance to the straits, where her crew was taken off by torpedo boats. This vessel did not leave the Dardanelles waters, nor did any other British vessel enter.

# ARMEN WRECK GERMAN BASES

(Continued From Page One).

the front, given out this afternoon at the war office, says:

"A division of the British army has made progress on the left bank of the Yzer. Another has captured a German trench on the left bank."

At Hartmannsweilerkopf we captured the first line of trenches, referred to in the preceding communication; likewise a second line. On this section of our front our troops are organizing themselves on the further side of the second line."

Great Battle Now Raging.  
Berlin, Germany, March 24. (By wire.)—To Stryke, L. J.—Reports from the Carpathian mountains indicate that one of the greatest and most sanguinary battles of the campaign is now raging. A special correspondent of the Lokal Anzeiger telegraphs:

"A great, bloody battle is now in full swing in the Carpathians. It has not yet reached a point where a definite judgment can be passed on the events at any point. The conflict is likely to be waged some days yet with equal fierce ness by both sides."

"The next few days probably will see the release of Przemysl and investment army engaged in this struggle."

Conditions to the north of the Vistula river and along the Bug and Naraw line appear to have changed little or not at all recently."

## German Fleet Aids Attack.

A further official announcement was given out in Berlin today as follows:

"German sea forces have assisted the land forces in the operations to the north of Memel, on the Baltic. They bombarded on Tuesday forenoon the village and castle of Polangen and kept under fire the road from Polangen to Libau."

during the night to bring help, but the ship this morning had disappeared.

## Elizabeth Hit Five Times.

A fourth vessel was struck in a turret and otherwise damaged by a Turkish shell. She also was taken out of action.

The British battleship Queen Elizabeth was hit five times by howitzer shells and the battle cruiser Indefatigable was hit four times.

The Associated Press correspondent today visited the forts which had been bombarded. The material damage was slight generally. The casualties on the Turkish side were about 29 men killed and 25 wounded.

## BRITISH BOARD AMERICAN SHIP TO SINK SUBMARINE

Berlin, Germany, March 24.—The following announcement was made today by the Overseas News Agency:

"Capt. Hansen and first officer Janssen, both American citizens of the American steamer Olson, while northward of Scotland on a voyage from Savannah to Bremen, were deprived of command by officers and men of the British auxiliary cruiser Celtic, who boarded the ship. The British declared their intention of sinking a German submarine, if opportunity presented, by ramming it with the American steamer."

## GERMAN PRISONERS FALL FROM ROCK; ARE DROWNED

Belle-Ile-en-Mer, France, March 24.—Seven German prisoners of war were drowned here Tuesday. A severe storm was raging on the coast and they went down to the beach to watch the breakers. They took up a position on a large oscillating rock. The big waves started the stone swaying and the men were thrown into the sea and drowned.

## STARVING AUSTRIANS FROM PRZEMYSL REACH RUSSIA

Kiev, Russia, March 24.—Four thousand starving Austrian prisoners, mostly from Przemysl, have reached here, they say. Przemysl nearly starved to death before the garrison surrendered. Numbers of men were dropping from exhaustion daily while others were so weak they were unable to leave the trenches. They ate moss and gnawed the straps of their equipment in order to keep alive.

## RUSSIAN FLEET BOMBARDS TURKISH BLACK SEA PORTS

London, Eng., March 24.—The Russian Black sea fleet has bombarded several Turkish ports and a transport and a laden collier have been sunk, according to a dispatch to the Daily Chronicle from Kustendje, Roumania.

In Constantinople the general impression is that the Russian fleet is doing serious work of the Dardanelles have virtually been beaten down by the allies and cannot hold out much longer. Everybody who is able to do so is fleeing from the capital. The city is deserted except for the poorer inhabitants, and the military guard, the seat of government having been transferred to Asia.

## U. S. MAY INQUIRE INTO ATTACK ON RELIEF SHIP

Washington, D. C., March 24.—Acting on advice from The Hague that the steamer Effluvia, flying the flag of the Belgian relief commission, had been endangered by a bomb from a German aeroplane off the Dutch coast, secretary of state Bryan said the state department was considering making representations to Berlin.

## ENGLISH AVIATOR WILL BE INTERVIEWED BY HOLLAND

The Hague, Netherlands, March 24.—Flight commander Crossley-Murray, the British aviation service, in consequence of engine trouble while en route to make an attack on Antwerp, was obliged to land at Kruining, Holland. The aviator was not injured. He will be interviewed.

## SEVENTEEN YOUNG BELGIANS ARE EXECUTED AS SPIES

Amsterdam, Holland, March 24.—Convicted by a German court martial of spying in the interests of the allied powers, 17 young Belgians, mostly peasants, were shot at daybreak Tuesday at the Ghent barracks.

## INDIAN OUTLAWS ACCOMPANY GEN. SCOTT WITHOUT GUARD

Thompson, Utah, March 24.—Gen. Hugh L. Scott, chief of staff of the United States army, was due to reach here this afternoon with the Indian outlaws, Tso-Ni-dah, Old Pole, Pooty and Pooty's son, whom he went into the wilds near the Utah-Arizona line to procure.

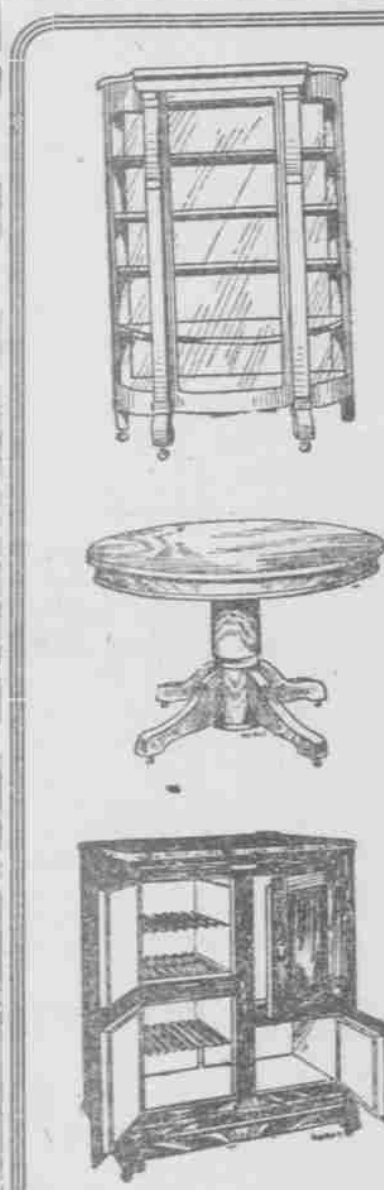
The Indians will be turned over to the United States civil authorities here. The Indians are not under guard and have not been since they placed themselves under the protection of Gen. Scott. They will all be the guest of honor at a banquet at the Bonanza club Thursday evening. He will leave Salt Lake City for Washington at noon Friday.

## GOVERNOR OF UTAH VETOES INITIATIVE-REFERENDUM BILL

Salt Lake City, Utah, March 23.—Governor Egan today vetoed the Shields initiative and referendum bill. He gave as his reason that the initiative is unnecessary at this time, as the people of the state may petition the legislature if they wish; that the expense of its operation will be disproportionate to the benefits to be derived; and that the constitutionality of the measure is questionable.

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# Surburban Service Does Not Pay Even in Washington, D. C.

IN THE Congressional Record reaching El Paso this week, there appears the report of a committee of congressmen recommending the relief from taxation of an independent street railway line operating to one of the fast growing suburbs of the national capital. The congressional committee says that, inasmuch as the line is being operated at a loss, but is a great benefit to the suburb and the people living therein, not only in giving them transportation accommodations, but in affecting the value of property in the addition, it is recommended that the taxes of the concern be remitted. "If this is not done," says the report, "the line will go into bankruptcy."

Thus, the appreciation of the national lawmaking body is shown for a transportation system and its effect upon the people and their property. Thus is also given proof that an independent car line to a new suburb cannot be operated as a paying proposition—that it loses money for the concern operating it and that it is years before any returns are had upon the invested capital.

In some instances the returns are never sufficient to pay for the operation of such lines and the experience of cities all over the country has been that such lines more often than not, go into the hands of receivers or are absorbed by another system that can give transfer connections. In other words, in order to accommodate the patrons of its paying lines, a street car system takes over and operates the non-paying lines.

This gives better service to all the city and decidedly better service to the people of the suburbs, for they are thus enabled to get transfers to other parts of the city, whereas, with an independent line operating to a suburb, transfers are out of the question.

The El Paso Electric Railway has never forced the construction of independent lines to the suburbs of El Paso. It has always met the owners of such additions in a conciliatory manner and, while such owners have in most cases, paid a bonus for the construction of such lines, the bonus has never been sufficient to pay the company for their operation. However, the El Paso Electric Railway company has continuously kept its service up to the standard on all such lines and its operation of them has enabled the residents of these additions to secure transfers to any other part of the city.

For the same five cents you have paid to ride into the city from a suburb upon a line that was costing the company money daily to operate, you have been able to get a transfer and ride upon any of the company's heavily patronized lines.

Has it ever occurred to you that this increased tax upon the other lines has cost the company money? It must have occurred to you that such increased traffic forced the company to put on additional cars and men to take care of a traffic that has not meant a cent of revenue to it.

The El Paso Electric Railway company is not posing as a philanthropist. When it consented to take over the operation of these suburban lines, its officers had faith in El Paso and believed then as they do now, that with the growth of El Paso, these outlying lines would bring in suitable returns upon the investment. But in the past they have not paid and today they are not bringing in returns. With the single exception of the Highland Park line, not a line extended to any suburb in El Paso is paying operating expenses, yet you as a citizen, have the privilege of riding upon these lines for five cents fare and of securing transfers to any other part of the city at no additional cost. After losing money on the first haul—over the suburban line—the company again loses money by hauling you on a transfer over lines that were paying properties before the suburban lines were built. In other words, the company takes money from its cash drawer to pay for your fare upon the transfer portion of your ride.

Do you as a property owner or a citizen of El Paso appreciate this? Do you want the street car lines of El Paso to develop and grow? Do you want the system downtown to improve? No business can improve without patronage; no business can maintain even the standard it has reached, if its patronage begins to fall off. Every five cents that you spend with a competing transfer service that offers you transportation on short hauls but neglects your suburbs, takes that much away from the street car company that has been helping all El Paso grow.

The El Paso Electric Street Railway company could abandon its suburban lines today and make money by operating its downtown lines, as it did years ago before there were any suburban lines. The opposition "fair weather" transportation service operates only downtown, on the short hauls, and when a car is emptied, the driver turns back to town for more. The people at the end of the line must wait.

How long would you stand for such a service from the street car company? Yet what is fair for one should be fair for another.

What if the street car company abandoned its suburban lines? Do you think the city could get somebody else to operate them? Do you think even if the city forfeited the franchise of such lines, it could get some other company to take them over and operate them? No, you don't think so. The rails would rust from lack of usage. You know this.

The way to keep up the suburban service and the service generally is to patronize it. The El Paso Electric Railway company believes the people of El Paso are fair. It only wants a "square deal" at their hands. It is printing these articles to place before them conditions in their true light, and it has no fear of the result if they will give a thought to the best interests of the city.